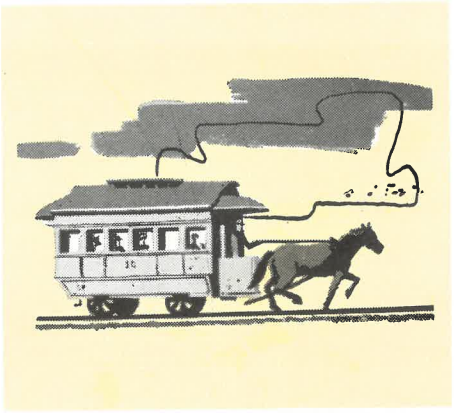
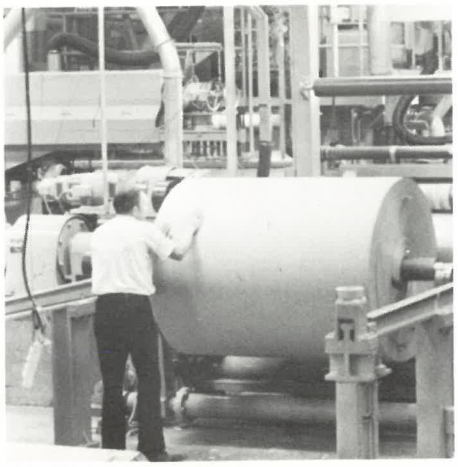
kraftsman

MAY 1973





THILMANY PULP & PAPER CO. ● KAUKAUNA, WISCONSIN 54130

kraftsman

Vol. 6 No. 6 May, 1973

Published for employees and families of the Thilmany Pulp & Paper Company.

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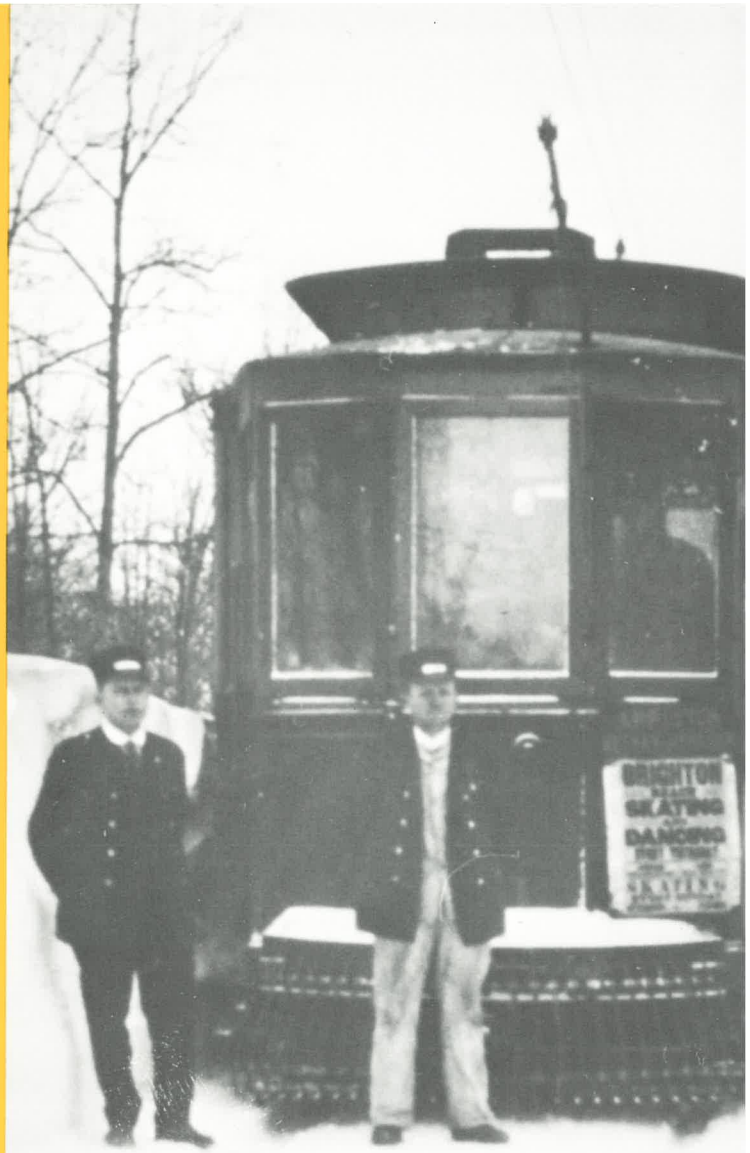
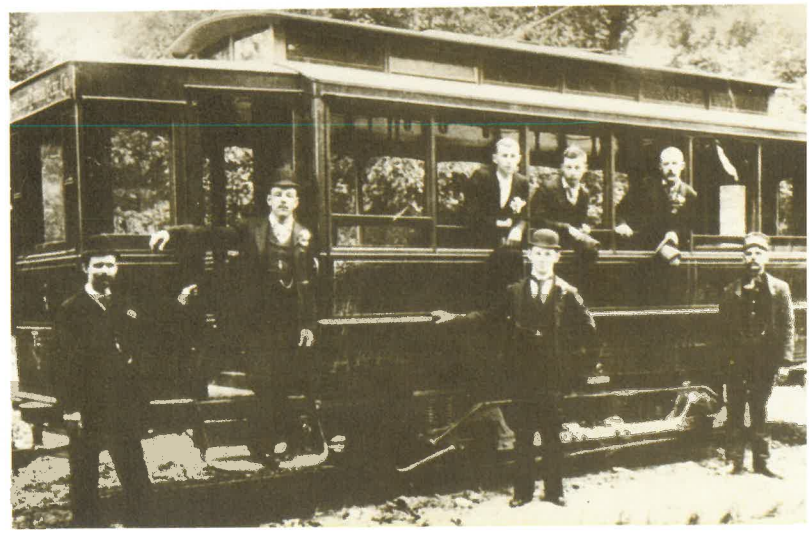


WHO REMEMBERS KAUKAUNA'S STREETCAR

For a period of less tha 40 years of our nation's history, electric streetcars the way to go. They create more excitement and for t first time gave a certain amount of mobility to a gr number of people. The wonderful streetcars enabl Mother to go shopping downtown by herself. She didn't have to wait until D was available to take her i the buggy or in the Model And it was easy for the fa to visit Uncle Charlie in th next town and have an exciting ride on the way.

The two top photos show how streetcars were used for fun and parties in the "olden days." The third photo from the top is a view looking east on College Avenue in Appleton. Can you identify the buildings? The bottom photo shows Appleton Edison Company promoters pose with the St. Louis built (1890) car. The color scheme was yellow and green.



ınd who will ever forget se wonderful picnics at verly Beach, Ridge Point or Beach. All of them were ilable to the citizens of ıkauna — in a streetcar. Kaukauna was unique in t it was served by two etcar lines. One was the en Bay Traction Company l the other was the consin Traction Light Heat l Power Company of leton. As a matter of fact, ıkauna citizens could go Green Bay or Fond du Lac, via streetcar (with a few ınges on the way). Appleton was the first city Wisconsin to have an ctric streetcar system. orsedrawn streetcars were ailable earlier.) In fact, it s almost too early. In 85, when the Appleton eet Railway was organized, only type of trolley system ailable was a "Rube ldberg" sort of thing called Van Depeole system which ed double overhead wires. e Pullman Company in icago had the contract to ild those first "Toonerville olley" cars. Operations got derway in August of 1886 d then the cumbersome ture of the Van Depeole stem became apparent. ere was but one set of uble wires, so when two rs passed, the trollers had be unplugged by the otormen so that the cars uld trade trollers. There

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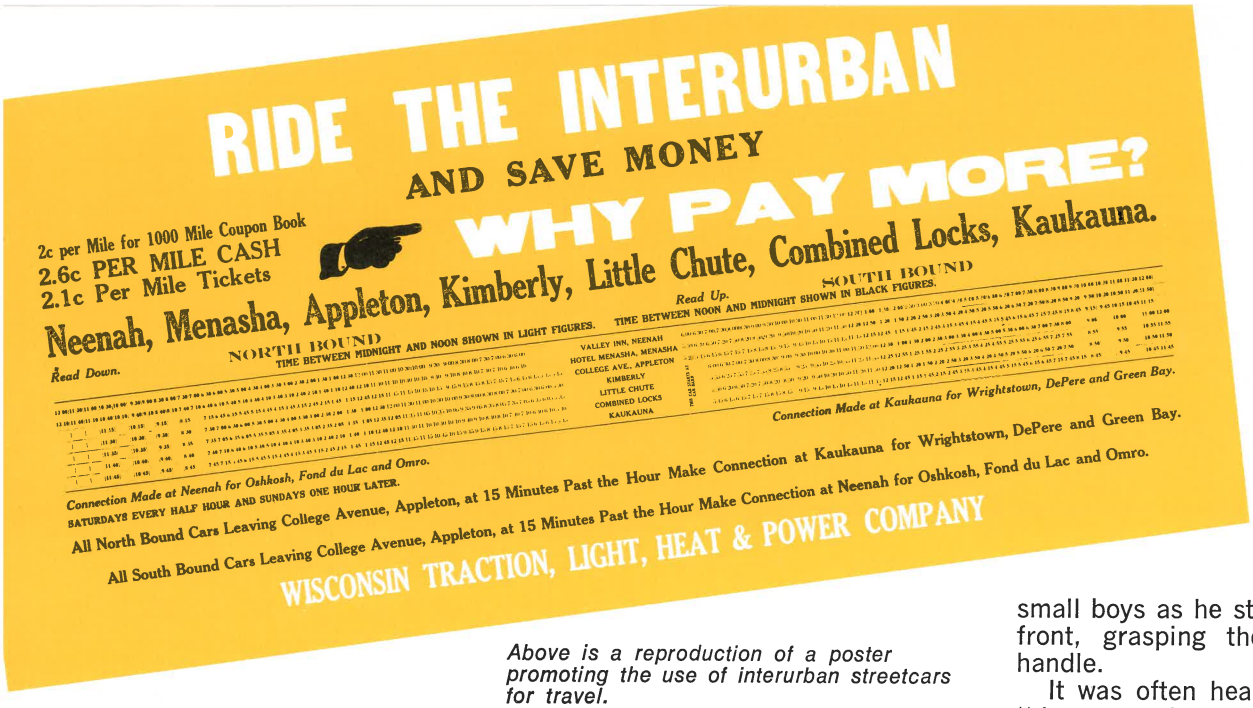
RIDE THE INTERURBAN
AND SAVE MONEY
WHY PAY MORE?
2c per Mile for 1000 Mile Coupon Book
2.6c PER MILE CASH
2.1c Per Mile Tickets
Neenah, Menasha, Appleton, Kimberly, Little Chute, Combined Locks, Kaukauna.
Read Down.
NORTH BOUND
TIME BETWEEN MIDNIGHT AND NOON SHOWN IN LIGHT FIGURES.
Read Up.
TIME BETWEEN NOON AND MIDNIGHT SHOWN IN BLACK FIGURES.
SOUTH BOUND
VALLEY INN, NEENAH
HOTEL MENASHA, MENASHA
COLLEGE AVE., APPLETON
KIMBERLY
LITTLE CHUTE
COMBINED LOCKS
KAUKAUNA
Connection Made at Neenah for Oshkosh, Fond du Lac and Omro.
Connection Made at Kaukauna for Wrightstown, DePere and Green Bay.
SATURDAYS EVERY HALF HOUR AND SUNDAYS ONE HOUR LATER.
All North Bound Cars Leaving College Avenue, Appleton, at 15 Minutes Past the Hour Make Connection at Kaukauna for Wrightstown, DePere and Green Bay.
All South Bound Cars Leaving College Avenue, Appleton, at 15 Minutes Past the Hour Make Connection at Neenah for Oshkosh, Fond du Lac and Omro.
WISCONSIN TRACTION, LIGHT, HEAT & POWER COMPANY

Above is a reproduction of a poster promoting the use of interurban streetcars for travel.

continued from page 2

was no way for the little wheeled cars to pass up in the air.

In 1890, the line was eventually rebuilt to utilize the simpler common trolley system and new cars arrived from St. Louis — each powered with a 25 h.p. motor and was painted yellow with a green stripe.

In 1898, the owners of the Appleton line began negotiations with the Kaukauna city fathers to extend the line from Appleton to Kaukauna. Problems arose. The city fathers of Kaukauna wanted an extensive local service on both sides of the Fox River. Local merchants feared that the inter-urban would take shoppers to Appleton and rose in opposition to the idea of a streetcar line. Many citizens, however, wanted the line, pointing out that it would then be possible to take a streetcar to Appleton for an evening of theater and return the same night. The city of Kaukauna finally agreed to a franchise in 1901 with a line on the north side of the Fox River only and work got underway.

Service between Appleton and Kaukauna started on January 29, 1902 and on February 7, 1902, a celebration was held at the Hotel Brothers in Kaukauna. Good food, toasts to the success of the line and speechmaking marked the evening.

The streetcar line ran along Wisconsin Avenue, turned at Lawe Street where the depot was located where Gustman's garage now stands. At this point in 1904, there was connection to the Green Bay Traction streetcars where it was possible to go to Green Bay and points between. This began the era of the heyday of the streetcars. Each new opening of a line was greeted with a celebration. Fireworks, music and, always, speeches marked the occasion. Traffic on the lines reached such a volume that it was necessary to put conductors on the cars. Previously, the motorman had handled everything himself and was the envy of small boys as he stood at th front, grasping the contro handle.

It was often heard that "those people at the street company sure like to see fol have a good time." It was true. The streetcar compani were constantly urging peop out to picnics and to baseba games. It was good business of course, for a great part of the revenues came from pleasure riders. Rides in op trolley cars became so popu that the Green Bay Traction Company built a special party car equipped for card parties and luncheons. Th car was illuminated with 75 incandescent lights and its headlight was a red, whi and blue star.

The people going to Gree Bay could also have a good time at Bay Beach, an amusement park on the ba shore, northeast of the city special streetcar line was built just to connect to thes places of entertainment. The amusement park, Waverly Beach, was built on the nort shore of Lake Winnebago. This "electric" park create much fan fare in the area and was a great gathering place for families and amusement seekers. Becaus of Waverly Beach, the street line ran directly down One Street, making a right turn at the Waverly Beach site t head towards Menasha and

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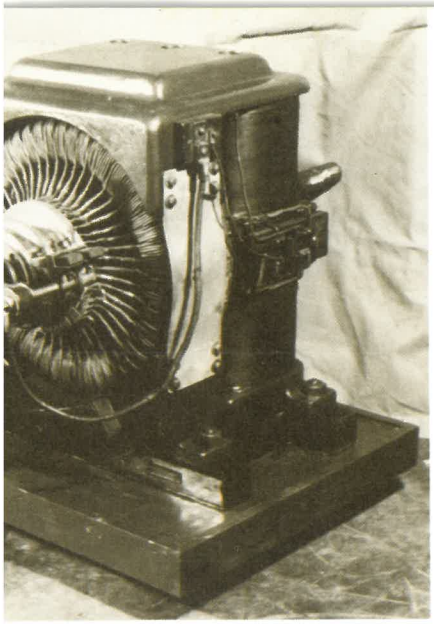


The upper left photo is a picture of the first streetcar motor used in the city of Appleton. The center photo, left, is a view at the Kaukauna Streetcar terminal (1924) the site once occupied by the Rialto Theatre and now is owned by Gustman Sales. The lower left picture is a winter scene on "Black's Curve" which is near Riverside Park in Kaukauna. In the above photo, looking west toward Appleton, are two lines of tracks, one for the Appleton Traction Company streetcar line and the other for the Chicago Northwestern R.R. line.

Above, is another streetcar from Appleton advertising a dance at the Cinderella Ballroom. The ballroom was on the Oneida Street streetcar route which went directly to Waverly Beach and then on to Neenah.

GOVERNOR VISITS THILMANY

Governor Patrick J. Lucey visited Thilmany on March 14 and, with his staff, saw our papermaking and converting operation at the lower mill.

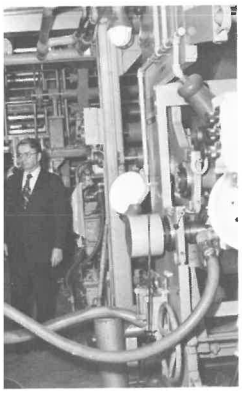
According to one of his official guides, Vice President L. R. Graef, "Governor Lucey stated that Thilmany's size and product line dimensions amazed him. 'Thilmany has to be the most underrated, underpublicized manufacturing operation in the state.' "

His other official guides were William Seymour, vice president for manufacturing and union presidents Ed Steidl and Nic Kavanaugh.

His hour-long tour covered the paper mill, bag mill and plastics department. The party then assembled in the board room where the governor met with company officials and the press.

A special display of products was included in the tour as well as gift packages of paper for the governor and his staff.

The company officials expressed their appreciation for the efforts made by many employees in making the tour a success.



1. *Gov. Lucey hears an explanation of a poly machine from Roy Vandenberg.*

2. *Vice President William Seymour shows the Governor a Thilmany product while Union Presidents Nic Kavanaugh and Ed Steidl look on.*

3. *Jerome Heiting points with pride to equipment in the poly department.*

4. *Merle Kussow shakes the Governor's hand.*

5. *Bill Swan welcomes Governor Lucey to the paper machines.*

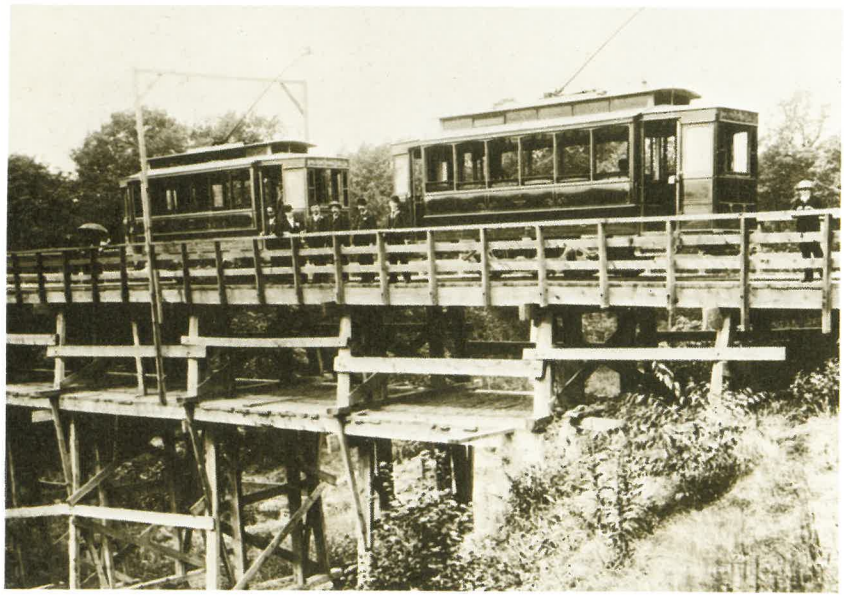
6. *Kaukauna Mayor Robert LaPlante and Ed Steidl join the tour.*

7. *Thilmany members of the Winnebago Lake Flies Band pose with the Governor at the Starlite Club where he spoke at the Heart-of-the-Valley Chamber of Commerce dinner. The band provided dance music after the talk. They are, l. to r., Ralph Buesing, Harry Knox and L. R. Graef.*

8. *Vice Presidents Graef and Seymour get the Governor's ear.*

9. *Posing with the Governor are, l. to r., Seymour, Mayor La-Plante, City Attorney Don Green and State Officer William Kidd.*

10. *Roy Vandenberg says: "It goes in here and comes out there."*



A second set of streecars at Appleton was based on Edison patents. They were single-truck, had the more conventional trolley poles and used General Electric Co. (Edison General Electric Co.) equipment.

continued from page 3

Neenah. A more direct route would have been to angle directly to Appleton to Menasha. However, the streetcar owners realized that the amusement park brought in much revenue. Many Kaukauna people also went via streetcar to Ridge Point on the Fox River for dating and fun.

There are many stories that relate to those exciting days of the streetcars. You may think of air pollution as something that has just harrassed us lately. The fact is that on December 12, 1900, clouds of dust whirled so heavily above the streets of Appleton that its settling on the street railway rails made an almost perfect insulation that interfered with the power supply. This overtaxed the power plant as the result and the cars could not run. Even a crew of men sweeping the rails was unable to help matters much until the air cleared. They also tell the story of a motorman during a sleet storm on March 18, 1901. His car was speeding along at a good clip near the right angle turn of the line at Waverly Beach. The motorman, following the customary practice, stepped out the front door as the car was moving and swung out in front to clear the sleet off his windshield. This time, however, his foot slipped and he plunged off ahead of the car. The conductor and passengers saw him fall and the conductor jumped to the controls to stop the car. The conductor started to back up to pick up what he expected to be mangled remains. Instead, he met the motorman, unharmed, running after the car. How the motorman escaped he had no idea. He only remembered a slip, a plunge into the snow and scrambling to his feet seeing the car disappear in the distance.

The weather was always a problem with the streetcars. The Wisconsin snows created friction between the streetcar companies and the city over its removal from the city streets by Traction company equipment. When a big sn of March 5, 1923 shut dowr the system, Kaukauna was quite adamant that the trolle snow removal equipment nc be used to shove the snow t the sides of the streets. Thi made the streets quite impassable. The interurban cars were not able to buck heavy snows and it was a week before the lines could get back into business.

Some of the stories of the streetcars made national ne In Sheboygan, early in the morning of February 9, 191 the streetcar was coming down the long Eighth Stree hill toward the Sheboygan River. The car lost its brake as it approached the river. The draw on the bridge wa open. The motorman and conductor tried unsuccessfu to halt the car and jumped free at the last minute. The careening car plunged throu the open draw into the river, drowning five passengers aboard. The company had tc bear a heavy loss because the filed claims.

But it was not the noise or the inconvenience or the delays or the dangers which are remembered about the streetcars. It is the happy picnics, the rides to the parl the familiar changing of the streetcar bells and the famili stops along the way that are remembered. But the days of the streetcar were numbered The automobile and buses were making inroads into the interurban travel. Streetcars began to lose money. In 1928, both the Green Bay and the Appleton Traction companies discontinued service to Kaukauna. The last cars ran on May 9, 1928.

Were streetcars a bad ide With the glut of cars choking the streets of our cities today perhaps the streetcar (or something similar) will be coming back soon. Who would like to take a ride on the streetcar again?

the 17th time Thilmany Management Club received Excellence Award Plaque from the National agement Association. Above, Mr. Tom Bullock ents the award to Mike Aspan, 1972 Club President.

Above, Bill Seymour greets Dr. Bernard Landuyt, speaker at the April 2 meeting while club president Fred Mataczynski and program chairman, Jack Buchanan look on.

LMANY MANAGEMENT CLUB MEETS

n Monday, March 12, the Thilmany agement Club met at 4:40 p.m. in the embly room with the key speaker, art McIntyre, manager mill No. 2 verting, describing the function and gress of Thilmany's new No. 56 extruder. our to see the extruder was also part Stu's program.

ater the same evening at the Kaukauna Club, the featured speakers were kauna Mayor Robert LaPlante and agamie County Board Chairman sell DeLaHunt. Mayor LaPlante talked ut Kaukauna's Industrial Park area Highways 55 and OO. Russell DeLaHunt, ties, spoke on county government rations, expenditures and budgets and ut Outagamie County's solid waste posal unit.

At the close of the meeting, diplomas e presented to graduates of Group Four Supervisory Communication Skill course.

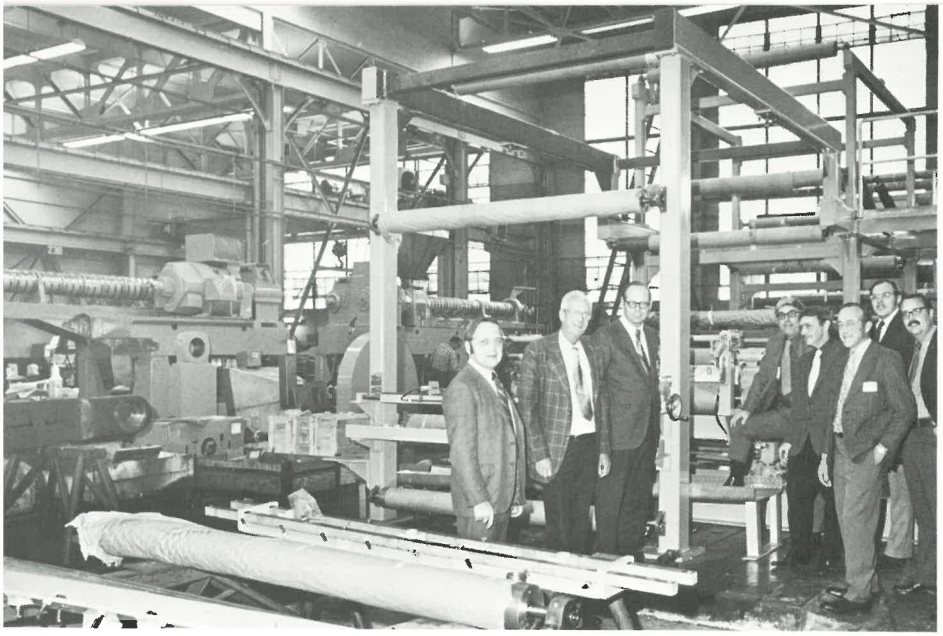
The program for the April 2 meeting uded induction of new members — n Washatka, Gary Johnson, Dave Brown and the spotlight speaker William mour, vice president-manufacturing, aking on "Thilmany's First Quarter nufacturing Performance — 1973".

ilm was shown entitled "America in Twenty-Third Century". The featured aker of the evening was Dr. Barnard duyt — Dean Emeritis and director of M.B.A. program — University of roit. His subject was "Can We Survive a Free Economy?"

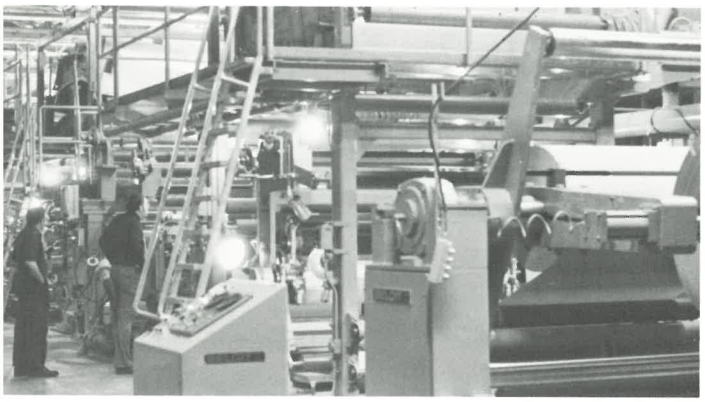
New Thilmany Club members are congratulated by Tom Bullock. They are John Washatka, Gary Johnson and Dave Brown.

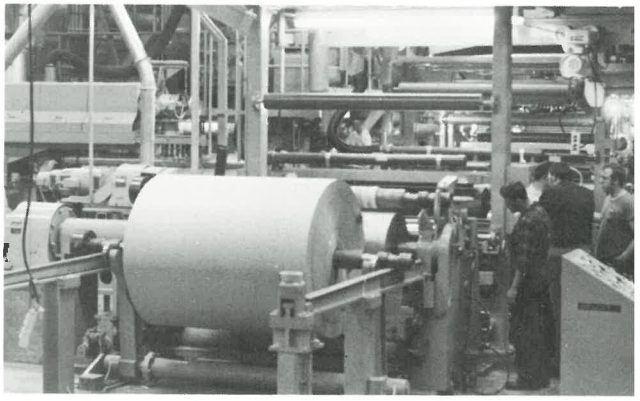
Below, Fred Mataczynski is seen with the two featured speakers at the March 12 meeting: Mayor Robert LaPlante and Russell DeLaHunt. Jack Buchanan is on the right.

Left, shown at the controls of Thilmany's #56 extruder, during the program tour are: left, to right, Dwight Fisk, Jules Hartjes and Dick Gould.



Representatives of Thilmany Pulp & Paper visited Beloit to approve the machine prior to shipment. L. to r. a Stanley Zink, Beloit, Manager Specia & Extrusion Coating; Raymond Cameron, Chemplex Corporation Consultant to Thilmany; Dwight Fisk Thilmany General Converting Superintendent; James Melead, Beloi Manager, Applications Engineering; William Sadler, Beloit Application Engineer; Richard Gould, Thilmany Senior Converting Engineer; James Ewald, Beloit Product Engineer; Jonathan Wood, Beloit Product Manager.





No. 56 TANDEM EXTRUDER - START UP

Thilmany's newest piece of converting equipment—#56 tandem polyethylene extruder had a smooth startup during March and is commercially producing orders. The $1.5 million machine was in the planning and construction period for over a year. It was designed jointly by Thilmany and Beloit engineers. Beloit Corporation built the equipment.

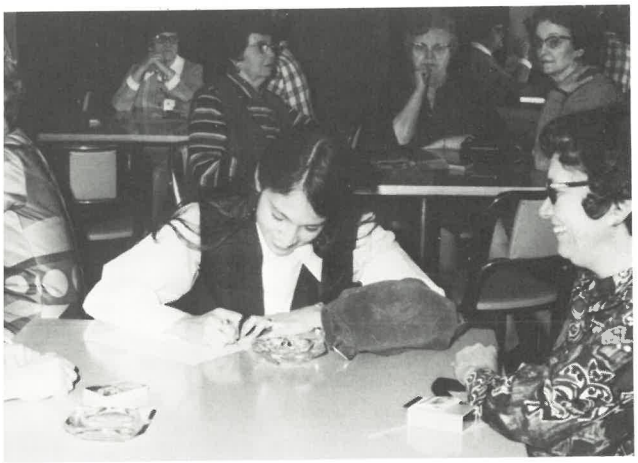
It's like a bicycle built for two — two riders on a frame riding one behind the other. A tandem extruder has two extruders on a single frame enabling a substrate to receive two extrusion coatings in one pass. These coatings can be on one side of a sheet of paper, or on both sides; or a lamination can be performed as well as a coating at one time.

The versatility of Thilmany's new machine is further increased by two liquid coating stations enabling special treatments to be added to the paper or film — or both — as the sheet passes through the equipment.

The stations can apply our Primex™ treatment to the surface of the film to facilitate printing. This is important for automatic packaging papers that will be subsequently printed by converters or on packaging lines. These units can also rotogravure print. In additio the extruder has four P_3K™ treating units. P_3K is an oxidizing technique to polarize the surface of the polyethylene enhancing the printing bond and also, improving the bonding qualities of the polyethylene to the paper.

Although this is not the first tandem extruder built, it is the first for Thilmany an joins Thilmany's five other standard extruders and two coater-laminators in our plastics department.

POTPOURRI



The top and bottom pictures in this area are scenes taken at the Thilmany Girls' Club annual card party held at the Kaukauna Elks Club on Monday evening, February 19. Pictured left, are three party hostesses: Jan Van Wychen, Jean Schwalenberg and Bonnie Guerts. Directly below shown distributing table and door prizes are members Geri Loderbauer, Jolene Schaefer and Diane Luedtke (card party chairperson).

New directors for the T.E.A. (Thilmany Employees Association) are shown above. Front row, l. to r., Tom Bauer, Fritz DeBruin, Bob Kindler; top row, l. to r., Don Witeck, Phelan Femal, John Schuh, Joe Heindel and Jerry Berghuis.

Pictured below is a tour group of AFS (American Field Service) students who were ably guided by Jon Martzahl, technical division, with representation from Japan, Thailand, Australia, Germany and Ethiopia. The other students are members of their host families. In charge of the group was Alan Hunt.

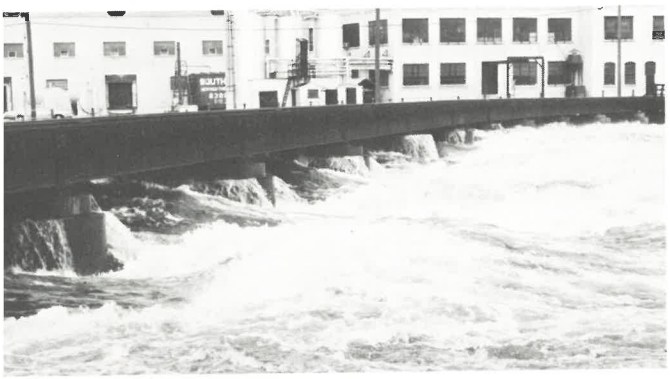
The three winners, pictured above, of the statewide Ed Tollefson Award Writing Contest (Kraftsman, Nov. '72, p. 16) were honored, with their parents, at a recognition banquet held at the Rainbow Supper Club, New London, Wisconsin. NWAC (Northern Wisconsin Association of Communicators) President, Larry Kath, Appleton Papers, Appleton, presented awards to left to right, Patricia Ebben, first place winner — $100 cash award, entry of Thilmany Pulp & Paper Company, Kaukauna; Jill Anne Natwick, second place winner — $50, entry of Consolidated Papers, Inc., Wisconsin Rapids, and LuRae Herr, third place winner — $25, entry of Wisconsin Public Service Corporation, Green Bay.

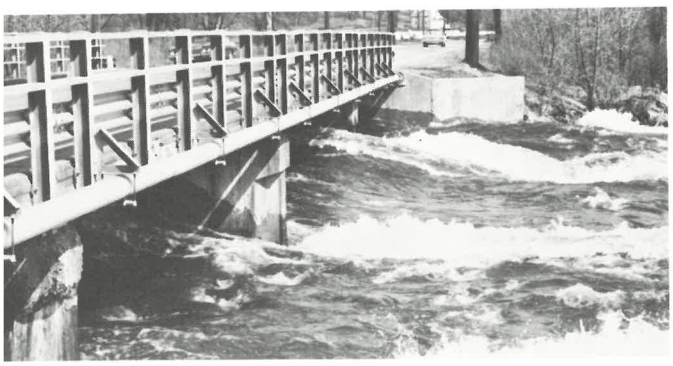
Although Spring was still "around the corner", five brave cyclists decided to join the ecology movement of nonpolluters and ride their bikes to work. They are from one department — instrument repair. In the lower photo are, l. to r., Carl Vosters, Ronald Van Lankveldt, Melvin Baeten, Gerald Weyenberg and Richard Verhoeven.

Although he is "baldi prematurely and is wo about his dilemma, I think we must agree t the "carpet seconds" by Fred Kafura in the lower photo is not the solution.

The "Spring of '73" will be remembered by many people in Wisconsin due to the heavy rainfall, high winds and rampaging rivers. Although Kaukauna did not suffer any severe damage and people were actually able to enjoy the beauty of the river as it churned its way through town, the amount of water which flowed to Green Bay must have added to the disaster flooding which occurred there.

The photos here show scenes around Thilmany and the preventive measures that were taken with sand bags to keep the water out of the asphalt department area.





The corridors of Little Chute Public High School were filled with artwork done by the elementary art classes of Mrs. Roger Belling, art instructor. Assistance in judging the papier mache and art metal projects was provided by Roger Barger, Thilmany art department, and Karl Minkebige, Thilmany advertising department. The top photo is an overall view in the main entrance at the school; the center photo shows Roger Barger directing the attachment of ribbon winners on the art pieces; and in the lower photo Karl Minkebige is shown awarding a papier mache giraffe with a blue ribbon.

APPOINTMENTS AND PERSONNEL CHANGES

Luther H. Rogers was appointed vice president — marketing on February 8. Lou joined Thilmany in August 1957, and has handled several marketing management positions since. In 1970, he was appointed general marketing manager and in November 1971 he became a member of the executive committee. He holds a bachelor's degree from Carleton College.

Luther H. Rogers

Marvin J. DeBruin assumed the position of project technician within the quality control group on February 1. His new job responsibilities will include the departments of wax, asphalt, plastics converting, pulp manufacturing, as well as the paper machines.

Supervising technician in quality control is the new responsibility of **Thomas J. Wolf**. He will supervise paper testing personnel and all testing functions in that area plus specific quality control projects.

Thomas Greenwood will assume all the former duties of Tom Wolf in the position of technician in quality control.

Effective Monday, February 26, **Harvey W. Coenen** assumed the responsibilities of supervisor, area maintenance — pulp mill and utilities. Harvey had 31 years of service in the maintenance pipe shop and had served as assistant foreman of mill No. 2 pipe shop.

Clayton McCabe was appointed press preparation department superintendent on February 28. His new responsibilities include the ink room, plate room and the core room. "Sputs" had been ink room supervisor since May of 1968.

Ben Verbeten has been appointed press preparation department supervisor and will direct activities in the plate room and the core room. Ben will retain responsibilities of his former job in cylinder and roll procurement. He started his career at Thilmany in 1951.

On March 2, **C. L. Dostal** was appointed manager: by-product utilization, a newly created position. The primary objective of this position is to establish manufacturing and marketing structures that will create and merchandise products from our generated solid waste material. Chip

Ben Verbeten

Thomas Green

C. L. Dostal

joined Thilmany in October, 1970 and had been assigne as administrative assistant to R. V. Allen, general manag of Tilflex Packaging. He alsc

)eBruin

Cabe

ıg

Wolf

Joseph F. Fieweger

Harvey W. Coenen

Dan Verbeten

Dwight C. Chandler

Scott Robach

assisted in legal matters of the company and will continue in this involvement. He is a graduate of Pomona College and received a law degree from the University of Chicago in 1969.

Joseph F. Fieweger joined Thilmany on March 26 as manager of market development. Joe will be involved in identifying, researching and recommending action on major new product and market opportunities. He will also participate in the sales and promotion of developmental programs.

Effective March 28, **Dwight C. "Ike" Chandler** was promoted to the position of maintenance superintendent. Ike has spent his entire career at Thilmany in various supervisory capacities within the maintenance department, and since 1969 has been general supervisor of maintenance staff services.

Jim Yingling was appointed to the position of supervisor of order status and specifications writing on April 6. In this new position, Jim will continue with the responsibility of supervising the order status section of the production control department. Assisting Jim will be **Scott Robach,** who will assume the responsibilities of order status expeditor.

Effective Monday, April 23, **Dan Verbeten** assumed the responsibilities as a supervisor in the wax department — mill No. 1 converting. Dan began his career at Thilmany in October of 1958, working in mill No. 1 materials handling. He later transferred to production control, and currently, he has been working in the wax products section of the marketing department.

R E T I

Rudolph J. Merbach, Sr.
February 1

A Quarter Century Club member, a 30-Year Award recipient in 1967 and a career of 36 years of service marks the association of Rudolph Merbach with Thilmany. He worked in Mill No. 1 unloading, the asphalt warehouse and as asphalt towmotor operator. Rudy and his wife, Geneva, have four sons — two (Rudolph, Jr. and Robert) are also employed at Thilmany. The Merbachs live at Route 1, Menasha and will spend their leisure time at playing sheepshead, fishing and keeping very busy during all seasons.

Frank B. Pratt
February 1

Frank Pratt spent his entire career of 28 years, six months on the paper mill beaters at Thilmany. Frank is a widower and has two daughters — both at home, 204 Elm Street, Kaukauna. He is a Quarter Century Club member. Cards will occupy some of his leisure time during retirement, but taking life easy, visiting with friends and relatives will pass most of Frank's hours.

Leo R. Derus
March 1

Leo Derus accumulated 45 years of service, working on the paper machines during his entire tenure. He was machine tender on No. 10 paper machine before he retired. Leo and his wife, Isabelle, have one son who is working for Civil Service in the South Pacific. Retirement years for Leo and his wife will be spent at their home at 213 Diedrich Street, Kaukauna, and they will continue to travel as they have each year in the past. Home maintenance and some fishing will take up many other hours. Leo is a member of the Quarter Century Club and received a 30 Year Award in 1957 and 40 Year Award in 1970.

Orin J. Esler
March 1

Orin Esler s
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Bernard Heidemann
April 1

Bernard Heidemann retired April 1 after 20 years and seven months of service at Thilmany which he spent in No. 2 materials handling and as janitor in mill No. 2. Bernie and his wife live at 1631 North Charlotte Street, Appleton. He energetically takes a mile "hike" before breakfast, daily, and enjoys many hobbies which include wood carving, fishing and traveling — so his retirement years will be busy and happy.

Melvin J. Seif
April 1

Melvin Seif's career at Thilmany started in 1933 in the finishing department. Before retirement, he was supervisor No. 1 materials handling and concluded his 40 years of service at this job. His wife's name is Helen and he has three daughters and two sons, two grandchildren and two great grandchildren. Their home is at 1201 Kenneth Avenue, Kaukauna. Mel is a Quarter Century Club member and received his 30-Year Award in 1963. Many plans will be worked into Mel's retirement. He loves carpentry and hopes to spend a good deal of time "up north" at his year-around lake home and also many hours with his family.

Donald Bartels
April 1

Donald Bartels career at Thilmany lasted 17 years and five months and his time was spent at mill No. 2 beaters, Nos. 8 and 9 beater helper and No. 9 beaterman. He and his wife, Shirley, have one daughter and one son and live at 1718 East John Street, Appleton, Wisconsin. Don intends to spend his time at work on his home and hopes to do some fishing when time permits.

THILMANY ART CONTEST WINNERS "CREATIONS IN PAPER"

When the judges were through viewing and pondering over the finalists in Thilmany's local art contest, the results were as shown on these pages: Above, Mrs. Clarence Gerrits, second place winner (18 and over category) for her decorative notes, stationery, invitations, etc. Upper right, Ravi Vemuri, third place winner (12 through 17 years) entry, circular composition in corrugated paper; lower right, Jon Minkebige, second place (12 through 17) "The Fate of the Birds" papier mache and tissue.

WISCONSIN PAPER WEEK - Thilmany Tours

During Paper Week (May 6-12), Thilmany opened its doors to its employees and families to show all the newest production facilities and anti-pollution equipment that had been installed since the last Open House in 1963.

Featured on the tours were Nos. 13 and 14 paper machines, the plastics department and the new water clarifier. The tours did not include visits to the upper mill or bag mill but pictured displays and a video tape recording showed these departments in a special display area in the new warehouse across from the clarifier.

At this display area, which was the last stop of the tour, refreshments were served and a packet of materials was given to each visitor. Company officials were present to answer any questions.

The tour started in a special tent that was erected on the parking lot next to the No. 14 paper machine building. Prior to the tour, a 12-minute slide film was shown to acquaint the visitors with what they would be seeing. The tours were conducted on the following schedule:

Tuesday, May 8 — 1:00-9:00 p.m.
Wednesday, May 9 — 3:00-9:00 p.m.
Thursday, May 10 — 1:00-9:00 p.m.

On Wednesday, an additional activity was planned — the dedication of the new water clarifier. A ceremony started at 10:00 a.m. in the reception area in the new warehouse had distinguished guests including government and Hammermill officials. The press media was invited to cover the program.

All events were timed to b coordinated with Paper Week which was a week being specia designated in Wisconsin to give special attention to the importance of the paper industry, economically and ecologically.

Other activities planned during the week included "Paper Day at the Ball Par — a game between the Appleton Foxes and Wisconsin Rapids scheduled for Sunday afternoon, May 6, at Goodland Field in Applet and the announcement of th winners of the "Creations in Paper" art contest. The affai was coordinated through the members of the Wiscons Paper Council of which Thilmany is a member.

is Diane Brown, second place
11 years) papier mache —
r pinata "Donkey". Below,
h his Mickey Mouse wall
is David Meehl, first place
11 years) for "Babbitt the
n" papier mache and
paper. Center left above is
le Loo, third place, (up through
or "The Jungle" dimensional
paper. Center, right, is
essly, third place (18 years
'Centerpiece" paper origami.
, Roger Barger, first place
nd over) Untitled, paper
f papier mache.
ilmany's winners went to
ontest. Results, next issue

SERVICE ANNIVERSARIES

FEBRUARY '73

30 Years
- Edward Coffey
- Francis Muthig
- Lawrence Schmitz
- Robert Kobs
- Norbert W. Berghuis

25 Years
- Carl Giordana

20 Years
- Floyd F. Treichel
- James De Goey
- George Roth, Jr.

5 Years
- James R. Zepnick
- Daniel J. Welhouse
- Charles Lenius
- Emory R. Gardner
- Gerald C. Wouters
- Lawrence Bradley
- Aaron W. Ashbrenner

MARCH '73

40 Years
- Melvin Seif

30 Years
- Arthur Meinert

25 Years
- Roland Jansen

20 Years
- Ralph Ver Bockel
- James Nelessen
- Donald J. Robinson
- Carl Grissman
- Corinto Rossi

15 Years
- Dennis Vander Velden

10 Years
- Thomas J. Mc Ginnis
- Floyd A. Kempen

5 Years
- Cynthia S. Nack
- Ronald E. Jirikowic

APRIL '73

40 Years
- Ed Mislinski

30 Years
- Jerome W. Evers
- Jerome Heiting
- James Otten
- Norman Lenz

25 Years
- Donald Smith
- Eugene Walker

20 Years
- Ervin E. De Bruin
- John Mayefski
- Kenneth Vanderloop
- Roy M. Grissman
- Arthur J. Leitner
- Russell De La Hunt

15 Years
- Leonard Mauel
- Raymond Wells
- Eugene J. Micke

10 Years
- Lowell E. Kussow
- Karl R. Frank
- Walter L. Verhagen, Jr.
- William M. Jirikowic
- Elaine A. Ven Rooy
- Marilyn D. Verkuilen
- Richard C. Gengler
- Willard Van Gompel
- Frank J. Duffeck
- Kenneth G. Van Zeeland
- Edward M. Nigl
- Vernon E. Frahm
- Franklin R. Knox
- Jerome B. Berghuis
- Ronald P. Schaeuble
- Roger L. Meisner
- Maynard G. Krueger

5 Years
- James O. Kieffer
- Thomas J. Lamers
- Michael E. Lowney
- Daniel J. Hoelzel

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